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Bark *Hyack* Vouchers

Inclusive dates June 5 – 13, 1874

by
Nathan R. Lipfert

April 2016

One Folder
Accession # 2006.087.01

A PART OF THE CAPTAIN W. J. LEWIS PARKER BEQUEST

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Abstract

***Hyack* (Bark)**
Vouchers, June 5 – 13, 1874
One folder
Small merchant bark of St. John, New Brunswick.
Invoices, receipts and accounts documenting expenses of this vessel in the port of Boston (MA).
Bequeathed by Capt. W. J. Lewis Parker in 2006.
MS-470; Accession # 2006.087.01
Finding aid in repository; folder level control.

Added entries—people
McKay, James, *Captain*
Robbins, Charles, *Captain*

Added entries—corporate bodies (including vessels)
Welock & Hodnett, Shipping Agency

Added entries—places
Boston (MA)
St. John (NWB)

Added entries—key terms
Merchant seamen
West Indies trade

Acquisition

These papers of the bark *Hyack* were bequeathed to Maine Maritime Museum from the estate of Capt. W. J. Lewis Parker in November and December 2006.

Provenance

Capt. Parker was an extremely knowledgeable collector and an expert on North American schooners. He picked up many parts of his collection of maritime papers by purchase from dealers, auctions, or estate sales, and by gifts from relatives of maritime figures. We have found no documentation of how he acquired this particular group of manuscripts. Although there is no obvious connection to Maine, we believe Capt. Parker collected these papers because they concern a vessel from the Maritime Provinces – he was a native Nova Scotian. We do not know whether he collected them in Canada or the U.S. These papers were found in Captain Parker's study with other similar items, and were part of his maritime library which he bequeathed to Maine Maritime Museum.

Restrictions

There are no restrictions on the use of these materials for study or research. Researchers should seek permission to obtain copies, and for publication of any sort.

Physical Condition

These volumes have the usual surface dirt and minor tears of late 19th-century documents. Overall, the bark *Hyack* papers are in good condition.

Biographical/Historical Notes

According to entries in *Lloyd's Register of British and Foreign Shipping, American Lloyd's Register of American and Foreign Shipping,* and *Record of American and Foreign Shipping*, the bark *Hyack* was built at Hopewell, New Brunswick by Bennett in 1864, launching in September; first master, Robinson. She measured 450, 430 or 422 tons, length 136.3', breadth 30.8', depth of hold 17.1', and draft 15 feet. She had two decks (possibly a single deck and a row of beams) and was owned by A. W. Masters (or Marsters) and others, with a home port of St. John (NWB).

The *New York Maritime Register* (NYMR) indicates McKay as the master of the vessel when it arrives in Boston in 1874, and a Captain James McKay has signed many of the papers in this group. But some of the papers are signed by a Captain Chas. or Charles Robbins. When *Hyack* leaves Boston, the NYMR still shows McKay as captain.

From the NYMR's Weekly Compendium, we learn that *Hyack* left St. Mary's (probably New Brunswick) in September 1873 for Montevideo, where she arrived in January 1874. She stopped at several West Indies ports on her return, and finally departed Cardenas on May 18, 1874. She arrived at Boston on June 5, paid off at least some of her crew, discharged her sugar cargo, took on some clay ballast, and departed Boston for Buctouche (NWB) on June 15th.

She did not last long after this, and is thought to have been lost January 24, 1875 on Kent's Island off the northern end of Grand Manan in the Bay of Fundy.

"Hyack" is a word in the Chinook Jargon of the British Columbia area which means swift, fast, or hurry up.

Scope and Content Notes

A small group of papers, twenty-one pieces, still in the original wrapper when found, all serving as vouchers for expenses of the bark *Hyack* while in Boston between June 5th and June 13th, 1874. They are comprised of towing invoices for towing into the harbor, accounts of wages for seven seamen, receipts for pay to night watchmen and others, a bill for rating (calibrating, tuning) the vessel's chronometer, and invoices from the Port Physician, Port Wardens, stevedores, coopers, and sellers of water and ballast.

Of particular interest are the seamen's wage accounts, which are nicely detailed and indicate all deductions, person by person. They include the mate, cook/steward, and a seaman who served as acting second mate for a time. Most had been employed aboard the vessel since the previous year. Interestingly, some were being paid in American currency, and some in British pounds. They were paid off at the shipping agents, Welock & Hodnett at 223 Commercial Street, and the accounts are done on Welock & Hodnett printed forms. This firm also submitted a bill for providing this service, and a separate bill four days later for providing the vessel with nine other men to take the places of those who had left.

We know of no reason why these documents should have been kept separate from all the other documentation of the vessel's career which would have been accumulated by the captains and the owners.